

AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

Claims 1-27 canceled

28. (new) An aircraft body constructable from a plurality of interchangeable modular parts, the aircraft body comprising:

a plurality of substantially identical end pieces each having a blunt attachment face;

at least one substantially rectangular shaped body member including a mid-portion having opposed walls and both forward and aft attachment faces each connectably receiving the blunt attachment face of one of the end pieces; and

at least one task specific panel releasably attached to one of the opposed walls;

wherein the forward attachment face and its associated end piece operably create a forward section and the aft attachment face and its associated end piece operably create an aft section.

29. (new) The aircraft body of Claim 28, wherein the blunt attachment face of each of the end pieces is substantially rectangular shaped and each of the end pieces further comprises a plurality of curved contiguously joined sides converging at a distal tip.

30. (new) The aircraft body of Claim 28, wherein the body member further comprises at least one propulsion device dedicated for production of vertical propulsion.

31. (new) The aircraft body of Claim 28, wherein one of the end pieces is adaptable to receive a propulsion device dedicated for production of horizontal propulsion.

32. (new) The aircraft body of Claim 28, further comprising:
a pair of the body members; and
a payload bay connectable between the body members, the payload bay having opposed exterior walls each connected to an inner facing wall of one of the opposed pair of the body members.

33. (new) The aircraft body of Claim 32, further comprising:
a first spacer member connectable between the end pieces of each forward section of the pair of body members; and
a second spacer member connectable between the end pieces of each aft section of the pair of body members.

34. (new) The aircraft body of Claim 28, wherein each task specific panel further comprises:
a plate portion operably interfacing with the wall;
a structural support portion attachable to the plate portion;
a task specific item operably supported by the structural support portion;
and
a dedicated portion adaptable to contain at least one of an electronics package, a control package, a power supply package, and a data storage package in communication with at least the task specific item.

35. (new) The aircraft body of Claim 28, comprising:
opposed lift producing members each connectable to one of the opposed walls of the body member; and
a landing gear set connectable to one of the body member and the end piece.

36. (new) The aircraft body of Claim 28, comprising a plurality of flight control surfaces connectable to one of the end pieces.

37. (new) An aircraft body constructable from a plurality of interchangeable modular parts, the aircraft body comprising:

at least one body member having a forward facing end, an aft facing end, and a generally rectangular shaped mid-portion having opposed walls;

a plurality of substantially identical end pieces, each having an aerodynamically shaped tip portion and a blunt, generally rectangular shaped attachment face for connection to the body member, wherein a first one of the end pieces is connectable by the blunt attachment face to the body member forward facing end and a second one of the end pieces is connectable by the blunt attachment face to the body member aft facing end;

a task specific panel releasably connectable to one of the opposed walls;
and

at least one pulsejet engine adapted to provide substantially vertical propulsion disposed in each body member.

38. (new) The aircraft body of Claim 37, wherein the task specific panel is fastenably connectable to one of the opposed walls.

39. (new) The aircraft body of Claim 37, comprising a horizontal propulsion device adaptably supported by one of the end pieces.

40. (new) The aircraft body of Claim 37, comprising a pair of the body members longitudinally joined at the aft facing end of a first one of the pair and the forward facing end of a second one of the pair.

41. (new) The aircraft body of Claim 39, comprising first and second pairs of the body members, the pairs modified for longitudinally joining between respective aft facing ends of the body members of the first pair and the forward facing ends of the body members of the second pair, the body members within each pair arranged in parallel alignment to each other.

42. (new) The aircraft body of Claim 41, comprising
a payload bay connectable between the first and second pairs of the body members;
a first spacer member connectable between the forward facing ones of the end pieces of the first pair; and
a second spacer member connectable between the aft facing ones of the end pieces of the second pair.

43. (new) The aircraft body of Claim 37, further comprising a wing connectable to each of the opposed walls.

44. (new) The aircraft body of Claim 43, comprising a set of flight control surfaces connectably disposed to the second one of the end pieces.

45. (new) The aircraft body of Claim 42, comprising opposed pairs of wings each connectable to an outermost facing one of the opposed walls.

46. (new) The aircraft body of Claim 42, comprising a flight control surface connected to each of the aft facing ones of the end pieces of the second pair.

47. (new) A method for constructing an aircraft body from a plurality of modular, interchangeable parts, the method comprising:
disposing a vertical propulsion system into a body section having opposed walls;
connecting one of an identical plurality of end pieces using a blunt attachment face of the end pieces to each of a forward and an aft end of the body section operable to create each of an aircraft forward and aft end respectively; and
releasably fastening at least one task specific panel to at least one of the opposed walls of the body section;
installing a set of task associated control equipment in the task specific panel.

48. (new) The method of Claim 47, further comprising adapting the vertical propulsion system to include a plurality of pulsejet engines.

49. (new) The method of Claim 47, further comprising disposing a horizontal propulsion system at one of the end pieces.

50. (new) The method of Claim 47, further comprising:
longitudinally linking a plurality of the body sections to form a body side;
parallel aligning a pair of the body sides; and
installing a payload bay between the pair of body sides.

51. (new) The method of Claim 50, comprising:
connecting a first spacer onto a forward facing end of each of the body sides; and
attaching a second spacer onto an aft facing end of each of the body sides.

52. (new) The method of Claim 47, comprising connecting at least one flight control element to one of the end pieces.

53. (new) The method of Claim 47, comprising:
mounting a set of task specific equipment to the task specific panel; and
communicatively linking the task specific equipment to the task associated control equipment.

54. (new) The method of Claim 47, comprising switching between a plurality of task specific panels and a plurality of task specific equipment between individual flights of the mobile platform.